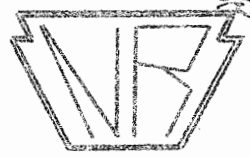


# DEPOT

ISSUE #6 JULY-AUGUST 1979



NORTHEAST REGION — TAMR

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FROM THE CAB

your Editor

Well, here we go with another issue, and this one is our largest yet! Maybe we can stay near 20 pages if the material continues to come in the way it has been.

All of the final details for the convention, including how you can still register are included in the Sec./Treas. Report. We need more people to make this event a success. Why not at least try to come? I know of one person who spent three days on a bus to get to the TAMR convention!!!! With all of you people out there, I would think that more would come. So come on, give it a try...

Now, on to other things. I would like to discuss with you an idea which is very important to model railroading. This is the question of what you are modeling. Some of you may have thought up your own road, some may follow their favorite prototype, and some may model nothing in particular. Having something to model can add a lot of interest, especially if it is your own railroad. If you are creative, you can come up with a history, run any equipment you like, and other such freedoms. One person who has made his pike come to life like this

to a great extent. I have learned that the modeler has come up with a lot of ideas, and even a history behind its creation. The modeler of a locomotive starts with this idea.

There are also those who build a certain prototype. They use their favorite road as a guide to their modeling.

For both of these types of modelers, we have an organization known as NEMT. NEMT stands for North Eastern Modelers & Terminals. It is a group of modelers who will attempt to create interchange traffic (and maybe some new friends) between these lines. From here, you can trade boxcars, locomotives, dummy units, or whatever you wish to share this interchange with. Ed Luzine JR. who is running the NEMT, and I are trading boxcars right now. If you want to join, contact Ed at 1-914-231-0414, Guilford, N.Y. ZIP-12084.

If you model nothing in particular at the moment, I suggest you read the article on creating your own prototype which appears in this issue.

Hope you enjoy the issue!!

*Red Tait*

#### PRESIDENT'S LETTER

Ted Sedell

Our regional convention will be upon us shortly, so you had better sign up soon if you want to attend (see Sec./Treas. Report for this Ed.). On June 29-July 2 I attended the TAMR national convention in Chicago. The twelve of us had a great time. I hold the opinion that get-togethers of this type are most important to the health of the hobby as a whole. We get to meet fellow modelers and railfans. Everyone has a great time in their favorite surroundings: TRAINS!!! The Northeastern Region has planned a variety for our convention which should please everybody. I hope to meet many of you there. If you don't have a convention registration form and would like to come, just send Ted Tait your name and address, and mention any special requirements you may have, whether or not you can bring a sleeping bag, and if you are coming with other people please mention their names.

One thing which has been sadly lacking in our region are LOCAL get-togethers. Our 1980 Directory is coming out with the next issue, so why don't you peruse it for people in your area. Call or write them and see if you can arrange a meeting. You may even want to start a once-a-month club like we have on Long Island. Every month we meet at someone else's house. We operate the layout, trade/buy/sell equipment, and just shoot the bull about railroading in general. We currently have four people in the club.

See what you can do, you'd be surprised. Hope to see you at the August 10-11-12 convention!

## LETTING OFF STEAM

Just a line to inform you that I am 14 days home of the Depot is M-L-202. It cost me 10¢ for postage due, but was well worth it. --Jack Young

I am very pleased with my first issue of The Depot (#5 Ed.). I really like the layout (I used a daily layout to keep me going), I especially like the "Eric Luck-a-Peter" on page 7. The information I found in the articles is already being used for a future railroad trip. --Pat Zawadowski

## THE TONICA & SANTA FE Rwy. Part I

by Ted Rodell

This first article on my Tonica & Santa Fe Railway deals with the railroad as a prototype. The next article will be about my first layout depicting it, and Part III will be about my present layout, which is under construction. Let me remind you that the T&SF does not exist in real life; it is only an imaginary prototype. I have tried to make its background as realistic as possible, and I will present the T&SF as if it were a prototype.

The T&SF came into being on Jan. 1, 1974 when a group of railroaders and businessmen took over an AT&SF branchline. This branch ran between Streator and Tonica, Illinois. Trackwork was extended nine miles to LaSalle, where a connection was made with the Illinois Central Gulf. Through service became a reality since the ICG already had a branch that ran north into Streator (see map). Capital for equipment, trackwork, and other expenses came from sale of stock and an additional five million dollars from bonds. These 26 year bonds will be paid off completely on Jan. 1, 1994.

The T&SF is now a 26 mile shortline located in north-central Illinois. A look at the accompanying map will show that there are six towns on the mainline, with a six mile branch running up to Grand Ridge. Thanks to modern run-through agreements, ICG trains run north and south over the T&SF, creating a nice profit. The ICG has turned over switching duties in LaSalle and Streator, in return for our dispatcher's services. The ICG currently runs two or four each way per day, plus extras during peak months.

Local freight service on the T&SF consists of one train each way per day Monday through Saturday. This service just barely breaks even money-wise, since a lot of switching is involved. The southbound train leaves LaSalle in the morning and spends about two hours on the run. Industries on the line include: LaSalle freight station and teen track; a food processing plant in Oglesby; a lumber yard and canning plant in Tonica; a freight house in Leonora which ships quite a bit of milk to Chicago; and a large grain elevator in Karlov (this is our second largest customer). Interchanges in the city of Streator include: The large branchline to the Chicago & North Western; and a huge oil pipeline which runs by just outside the town. The northbound local usually leaves Streator late in the afternoon.

In addition to the ICG branchline, the T&SF interchanges with the Santa Fe in Streator, the Rock Island in LaSalle, and the Central Illinois Public Service. The T&SF is the railroad of RR member and friend Don C. Gray, Perry DeWay. All of the oil, (1000 cars per year) for Streator comes from Chicago over the C&N.

The T&SF main is single track with long passing sidings at every town. The speed limit on the main is 65 M.P.H. The one track line to Grand Ridge has a speed limit of 35 M.P.H.

The Grand Ridge Branch serves livestock pens (mostly hogs) in Grand Ridge. Quite a bit of livestock is shipped in season (April, May, Sept., Oct.), but this line generally loses money. The Grand Ridge Turn leaves Streator in season at 10 A.M. on Mondays, Wednesdays, and Fridays. The Turn usually has about 20 stock cars and maybe a car or two for the lumber yard. The Turn is the only mixed train on the line: its cabooses is equipped with extra seats for passengers. The only people who ride the mixed are the railfans and a few daisy pickers. The Turn heads back around 2:30 when the cars are loaded.

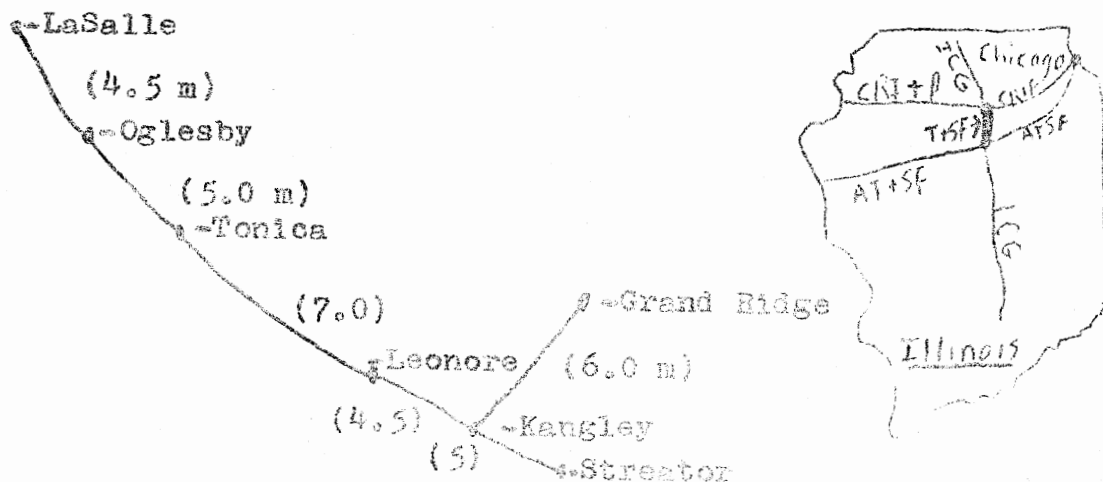
The T&SF is unusual in that it runs a profitable passenger service. Six passenger trains are run each way on weekdays, and four each way on weekends. Trains are usually two cars long and run the length of the mainline. Many passengers work in Streator, so you might call this a commuter service. Fares are pretty low, which keeps the trains full. Every town has a passenger station or shelter. Baker Street station in Streator is also the Amtrak stop for the city.

The accompanying tables show the rolling stock and locomotive rosters of the T&SF. The T&SF plans to eventually own an 80 loco leasing fleet (all Alco and EMD). To keep this equipment running, the T&SF has a large shop in Tonica.

The shops can presently handle 40 locomotives, and space is available for expansion. Since the company does not yet have enough capital to buy 80 engines, the shops are doing contract work for other railroads to meet the bills. Functions of the shops include: equipment painting, car repair, maintenance, and locomotive repair/maintenance.

The Tonica & Santa Fe paint on equipment is of five basic designs. Locomotives and cabooses are red with a yellow stripe down the length of the unit at window level. Handrails and loco ends are also painted yellow. Black lettering is applied over the stripe on loco's. The second design is Penn Central Green, which is applied to boxcars. Grain hoppers are Tuscan Red; both boxcars and hoppers have white lettering. The fourth type is silver on coaches, and fifth is gray on maintenance equipment.

I believe I have covered the basic characteristics of the Tonica & Santa Fe Railway. The management has taken the best possible route for expansion. That is, the leasing out of diesel-electric locomotives to other railroads. Who knows, the T&SF may become Precision National's biggest competitor!



The T&SF continued

## T&amp;SF Locomotive Roster as of July, 1979

# of units	Road #	Type	H.P.	Service
1	1	RS2	1500	Freight and leasing.
4	2-5	S2	1000	Local freight/pass.
3	41-43	GP7	1500	Freight and leasing.
1	81	Industrial	300	Shop switching only.

## T&amp;SF Rolling Stock Roster as of July, 1979

# in class	Road # assigned	Class	Notes
3	100-102	85° Coach	More to be purchased
3	110, 113, 115	Maint.	Plow, Gond. and Crane
4	120-123	Caboose	120-home built, 121-rebuilt
8	130-137	40° Flat	Home built.
100	150-249	40° Box	General serv. some rebuilt
50	300-349	52° Cov. Hop.	Grain service

## ODDBALL PRACTICES-Shops

by Robert Huren

Everyone has seen photos of roundhouses with steam engines, but would you believe that electric locomotives are both stored and repaired in roundhouses? Both the French National and the German Federal Railways use the combined system. Stuttgart in Germany and Le Mans in France are examples of larger installations of this type. There are others both larger and smaller.

There was also one streetcar company that had a shop with a turntable. The Twin Cities Rapid Transit Co. had a shop with a turntable that was equipped with overhead. Since single-end cars were almost exclusively operated, the arrangement was more than satisfactory. The Twin Cities Lines also used turntables on the ends of lines, with single truck cars during the 1880's and 1890's.

Today, a similar system exists on the San Francisco cable car line, and as a matter of fact these are the only operating examples of streetcar turntables left in the U.S..

Of course, shops have varied in size from single track barns to places like Altoona. The attendant yards and auxiliaries varied also. On another track, shop switchers have gone from 0-4-0's to streamlined 0-6-0's (this was on the Southern Pacific) and of course, the much renowned Wilmington, Delaware (Conrail, ex PC, PRR) electric, shops halved GG-1. This GG-1 also doubles as a snowplow. It is quite disconcerting to see, especially if you like GG-1's (if you feel like chopping an ARM GG-1, this would make a very interesting project). As an aside, the CNW had a rather interesting procedure on shops engines. X (and number), designated Freight shop or restricted to shop engines. A (+ No.), designated a passenger shop engine. The U.P. of late, had a GE 25 ton engine in the Omaha shops with all of the UP colors and shield, but no number. So there is a precedent for engines running on a layout with no number (especially Athearn or Hustler).

Yards and yard switchers have been around for a rather long time and of course, these have varied from all over the spectrum of motive power. But now for the more unusual ones. we start in England.

con't next pg.



Oddball Practices and E

Up until the 1930's, both the Great Western and the London and North Eastern both used horses for switching in quite a few places, and at at least one station a horse was used to haul a coach into the platform (this was on the Great Western at the Reading Eng. station). This was used on slip coach (which was released just prior to the station) that didn't quite reach the platform.

Meanwhile back in Minneapolis, some ex-cable cars were used as shop switchers and they looked like small edition of cars operated in Minneapolis-St. Paul. The Chicago Surface Lines operated a four wheel shop switcher (known as a flying brick) which was used as a general shop switcher. There is an example of one at Branford (ex NYCTA).

This subject is sort of wide open, and even today the ways of doing things by railroads is as varied as the railroads themselves. If you find and/or know about any oddball operations in your area, and can photograph it, please feel free to forward it to me. The more current data you can dig up, the more interesting this column will become. I can also accept cassette tape recordings, so the extent of your involvement can really be much greater. MAIL TO: Robert Huron 111 Valley Ave., Locust Valley, N.Y. 11560

ODDBALL PRACTICES-Corrections

by Tim Bass Jr.

Editor's Note: Since I am no expert on the subject, and cannot always be sure that everything sent in is correct, I print the material that I receive. So, in order to clear up any problems, and to increase your knowledge on the subject I am printing this interesting info sent by Tim Bass.

There are a couple of misconceptions regarding the "Oddball Practices" (page 5 May June Depot) of mixing B-B, C-C, etc. power in lashups. First, Union Pacific does not have any GP40-2's, U36C's or C36-7's. Rather they do have U28C's, U30C's, and C30-7's plus just about all GP's up to the GP38-2 (GP7/9/20/30/35) along with the new GP40X. Another minor point, UP does not own any SD9's but does have SD7's only two of which had steam generators: #458 and 459.

Second, the implication is that all units are mixed indiscriminately, which is misleading. While it is true that various wheel arrangements can be mixed, it is not quite that simple. There is a limitation due to different gear ratios. Indeed a DD35 and a GP35 can be run together; in fact they were originally designed by EMD to run as a set. Only DD35B's were planned to be built to run with a GP35 at each end, but at UP's request EMD built cab versions as well (SP also bought the cab version). The gear ratio for UP's DD35 and GP35 is for 65MPH maximum.

Most freight power is geared for 65MPH and lashups would be logically arranged so units with common gear ratios would be utilized. That is not to say this is always the case, a motive power shortage etc. may force combinations with different ratios.

con't next page

Oddball Corrections continued

The problem with mixing different ratios is that the maximum speed of the slowest unit must not be exceeded or damage to the traction motors may result. Conversely, there is a Minimum Continuous Speed for each gear ratio as well. As you might expect, units with higher minimum speeds also have higher minimum speeds. For example, a typical freight unit with a 62:15 gear ratio would have a 65 MPH maximum speed and about a 10 MPH minimum. A typical passenger unit with a 55:22 gear ratio would have a 95 MPH maximum and approximately a 35 MPH minimum. As a rule, these units would not normally be mixed. In this case the passenger units' 30 MPH minimum continuous speed would be the most likely limitation for most railroads since few freights run faster than 65 MPH.

In Union Pacific's case, the DDA40X (Centennials), SDP35, and 8000 class SD40-2's are geared for 80 MPH maximum. Typically, they would not be used regularly in conjunction with other classes. In fact, it is unlikely that you would find 8000 class SD40-2's mixed with regular SD40-2's with 65 MPH gearing.

Incidentally, the E's and PA's were never really successful in freight service primarily due to their higher speed gear ratios. The Erie-Lackawanna did re-gear some of their E's for freight service and prolonged their life expectancy in freight use. This was an expense most railroads were not willing to undertake on what was typically an aging fleet of E's and PA's.

A WORD FROM DEUCE-Unorthodox Model Railroading

There comes a time in the life of a model railroad where a crisis arises. Ya' can't help it! It always happens. To make my point a little clearer, I will site the example of a motive power shortage. Suppose John Q. Railroader has a pike with a power roster of say...10 units. Half of John's units are in the shops, and the other five are still running. Due to this shortage of power all second sections of John's passenger run were discontinued. John's railroad became a madhouse of overloaded trains and people crowding platforms. Some runs wouldn't stop because they were too full to accomodate even one more person. Typical crisis situation. Well, one good, economical, sure-fire way to power that second section is to use feline power. Yes, feline power. Attach your cat to the head-end of your second section (use kitten on tunnel routes for clearance). Next, open a can of "9 Lives" and strap it to the roof of the last car in the first section, and turn on the power. Works every time! That cat'll get one whiff and spot the can slowly cruising out of the yards. Naturally he'll follow, delivering your trains wherever you want it (just as long as that fresh can is waiting at the end of the run). (pretend you are Chessie System).

The military model railroader can paly general patton and get that real satisfaction of power, coupled with true to life battlefield perspective if he places a few M-80's at choice locations along his pike. Be creative! Play "Sabatour" and stuff a few in a boxcar or under the switches at an important junction. Blow up that scratchbuilt timber trestle and cut off enemy supplies!

don't next page



## Establishing Your Own Prototype continued

Now that I had an idea of the raw goods that come from this state, I was ready to bring my interests into line with my research. As previously stated I have an interest in mining of any sort, so Talc mining was decided upon as the basis of freight operation. Also added to this are a few quarry operations (Dave Petty's Jan. '79 MR article proved very helpful here).

I decided that I had to include a few sawmills and some dairy farms. It was also decided to include some small factories along with some textile mills in the towns. I then re-thought out my ideas, decided that I was on the right track so far, and sent out the survey crews to determine the railroads' right of way.

When building my last two railroads I first looked for a trackplan, and then tried to fit the plan to a map of the area which the railroad was supposed to serve. But for this pike I am trying something different. I first draw a natural contour map of the area, and then fitted the railroad through that. This has an added advantage that I can't utilize right now, and that is that the map suggests the basic scenery. As an example, even though scenery work has not begun yet, I can tell you where every hill, valley, and tunnel are located. Also when making the map, try to include all of the interchanges that your line might have. These too should be included on the model.

Since I am no great stickler to details when it comes to scenery, I did not attempt to model a particular part of Vermont, but tried to give the feel of being in Vermont countryside. All of my towns are in an imaginary location, and the area of my railroad is strictly in my head (and hopefully will soon be in my basement). Along with each of the towns I have listed the industries that the railroad serves in their limits. In the case of mines and quarries I just show their approximate locations.

Now that the surveyors have found the railroad right-of-way, the Board of Directors decided it was time to name the railroad itself and the towns it serves.

This was the toughest part of the pike planning process for me. I feel that a railroad's name reflects its personality, and thus should be chosen carefully. The method I used to pick the name Cornish Flats & Riverton is what I have come to call the "pin-point method".

All that you need to name your railroad, along with the towns it serves, is a map of the state(s) your line runs through, a pin of the larger variety, and the ability to keep your eyes closed.

The process is simple, all you have to do is (A) Close your eyes (B) Circle the map with the pin and (C) pinpoint your future town! Of course you are not always going to hit a town on the nose, and some you may omit, but you will have the names of some "typical" towns. It's not prototypic, but it's lots of fun.

If you were awake when reading this article, you probably noticed I didn't bring up the subject of era. In fact, era does not become important until you start acquiring engines and rolling stock, in my case I am trying something relatively new: modeling both the 1950's and 1970's.

I found it extremely enjoyable to establish my own railroad and name the towns and industries it serves. I also hope that my suggestions prove to be helpful to anyone trying to establish

## Establishing Your Own Product Line

their own products. I have been busy with preparing my room and working out the details of my trip to the States.

Editor's Note: Rather than just give you a list of suggestions, why not use yours. What else would you like to see? Maybe your favorite vacation spot or whatever. I hope some of these suggestions in this article are of use to you. Your guess is as good as mine as to who is "Hail Herd".

## PRODUCT REVIEW-Atlas HO scale GP38

by Ed Luzine

I recieved an Atlas GP38 last year as a Christmas gift. The model came undecorated because Atlas does not yet produce a model with the Anthracite Road's (L&N) current paint scheme.

The GP38 was first produced in 1966 by EMD (a division of General Motors). It was produced for lines that wanted a new diesel with second generation technology but not the maintenance and/or cost of a Turbo-Charged locomotive. EMD introduced the GP40/GP38 (Turbo-Charged/non-Turbo-Charged) pair in 1965/'66. A GP40 has 4000 horsepower, using a 16 cylinder prime mover. The GP38 uses the same 16 cylinder prime mover but only has 2000 horsepower because it does not have a turbo-charger.

From 1972 to the present, EMD produces the Dash-2 line of diesels. They have the same H.P. as older "standard" engines but reduced maintenance costs due to design improvements. GP38-2, GP39-2, and GP40-2 are the only four wheel per truck engines available in the Dash-2 line. EMD also produces these six axle diesels in the Dash-2 line: SD40-2 and SD45-2.

The main difference between a GP38 and a GP40 is that a GP38 has two radiator fans and the GP40 has three.

There is no work required for the Geep (the handrails are already attached). Some modelers might want to lubricate the model before running (as this is a good idea Ed.). The model features some of the best detail ever in an HO scale engine. The loco is powered by a flywheel equipped (two of them) can motor. I ran my unit with my Tyco power pack. It made no noise, no derailments, no problems at all. It just performed flawlessly.

As I said, the unit was undecorated so I will have to paint it. I must say one thing before I continue and that is before spraying any kind of color on the undecorated unit, always paint the shell some kind of gray color as it will make bright colors brighter. I did not do this, so my yellow does not look so hot.

Before painting I applied a few detail parts to give my hood units a family look. I added Detail Associates sunshades, drop plates, M.U. stands, lifting rings, and a radio antenna. I also added a Details West snow plow. A details West brake vent/cabinet filter and a headlight are planned to be added in the near future.

Only two modifications were made to the unit:

1. The classification lights were sanded flat and painted black. Yellow decals were then applied.
2. The handbrake was carved off and a brake wheel was glued in place.

The unit was sprayed Yellow. After this, the black trim was painted along the frame and handrails. The end of the handrails were touched up with yellow paint. The unit was then lettered. The shell was sprayed with Dullcote to give it a flat finish. After this dried, I weathered the radiators and fans with water colors to make the unit look just a little dirty after a new paint job.

I rate this unit as a 10. Besides the low hood GP38 Atlas does produce one with a high nose. Life-Like produces a GP38-2 in HO. The engine lists for \$25. Even though this is a bit expensive for some people, it is well worth it. SEE PICTURE OF UNIT ON PHOTO PAGE....

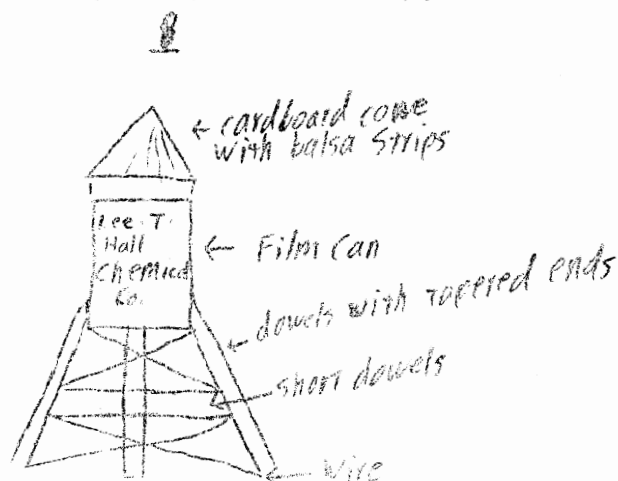
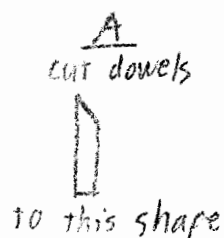
## BUILD A STANDPIPE

by Deuce Manton

Here is an idea on how you can easily build a standpipe for the roof of the factory on your pike. The next time that you go out railfanning, save that little plastic canister that Kodak packs your film in. With the use of the film can, six dowel sticks, some balsa wood strips, some thin wire and a hunk of cardboard, you can easily build a standpipe in as little time as one evening. Here's all you do:

Paint the dowel sticks black. Take four of the sticks and taper the ends as shown in Illustration A. Cut one more dowel stick into four short, even pieces. Paint that 35mm can with oil base paint. Oil base paint must be used because water base paint will not adhere to the waxy surface. See illustration B. Cement the film can to the tapered end of the dowel sticks. About halfway down, cement the four short cross-braces. Ask the paper boy for a few rubber bands and carefully place them over the whole shebang until the glue dries hard.

Glue dry? GOOD! Now, carefully remove those rubber bands and install the guy wires made of thin wire. These can either be glued or tied in place by wrapping them around the dowels. Now comes the tricky part. Take a piece of cardboard and cut into a small cone. Glue some thin balsa strips around the cone to make a wooden roof (you may glue strips to the can to make an "all wood" standpipe). Now glue this to the top of the film can. Apply a dab of glue to both ends of the last dowel and likewise to the ends of the four upright dowels. Now carefully place the whole thing on top of your factory, stand back, and admire.



RAILFANNING BY BICYCLE

by Deuce Manton

Ah, Spring! Blooming flowers, birds, bees, and beautiful weather. With the coming of spring, away go the ski's and out come the bicycles. The two-wheeled conveyances can be seen everywhere, even in the most remote areas. They come equipped for ones' every need. There's the guy out for a Sunday ride; and there goes a group of touring cyclists, their bikes laden with bags and gear. If these folks can tour cross country on bikes fully loaded with gear, why not try yourself, railfanning by bicycle.

With the high cost of fuel these days, I find more and more people trading in four wheels for two. Fine! Better gas mileage, true, but you still have to pay for fuel, oil changes, and inspections.---and let's not forget No-Fault! The bicycle still qualifies over the motorcycle as the most economical means of personal transportation.

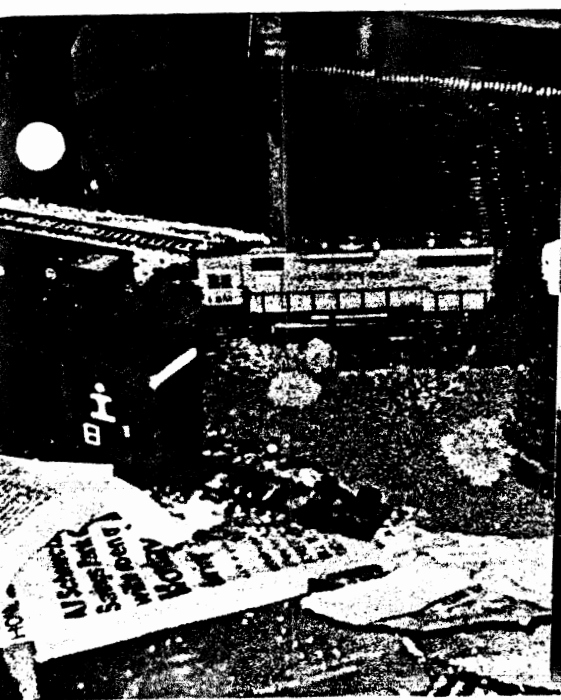
Railfanning by bike is good for you. Practically every muscle in your body is put to use when you push rat-traps instead of an accelerator. Hey, this is good exercise, man! 'Cmon, work off that spare tire that's been hanging on you all winter. Riding a bike not only saves you money and helps your health, it also helps to protect our environment. A bike produces no toxic fumes that can pollute the atmosphere. Railfanning on a bike also opens up a whole load of new photo spots which you can't get to by car. That magnificent trestle down by the creek, or the tunnel through the hillside.

I often go railfanning by bike, and I find it very enjoyable. I have a Marausi Premier ten-speed that gets me around pretty good. My camera and supplies are easily attached to the handlebars by placing them in a backpack and strapping the bag to the bars with a belt. The belt is my US Army belt with a grip buckle that adjusts to any length so it holds the bag on really tight.

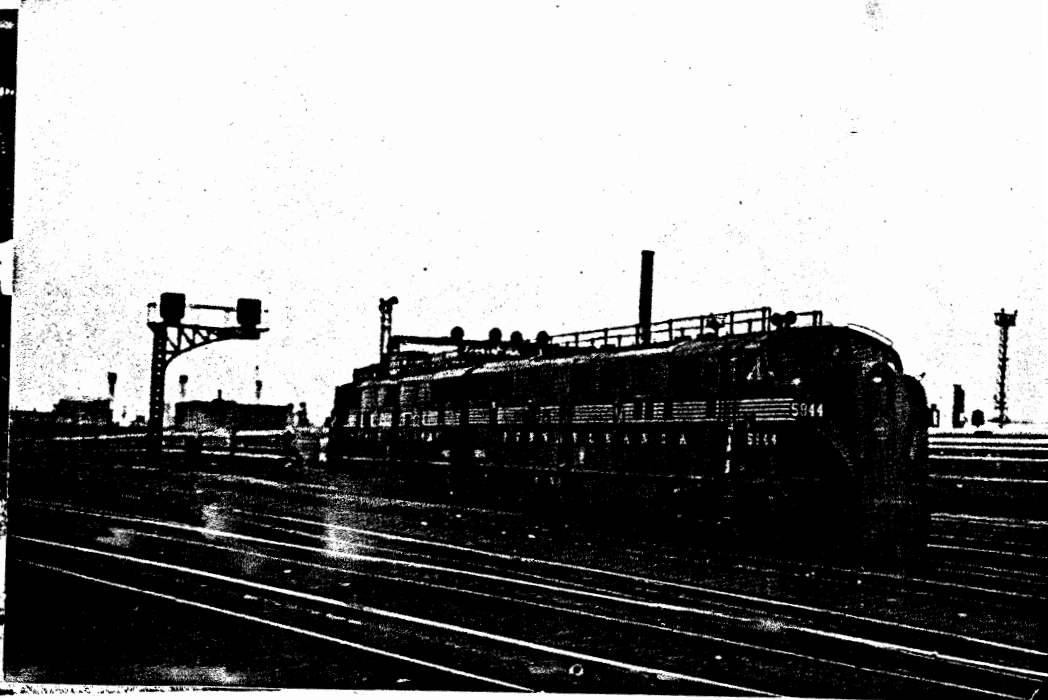
A few items that the cycling railfan should carry are:

1. Camera
2. Extra film
3. A lightweight, collapsable aluminum tripod (optional)
4. Screwdrivers
5. Wrenches (or 8" adjustable)
6. Patch Kit
7. Bike Tire Irons
8. Tire pressure gauge
9. Matches
10. Extra inner tube
11. Needle nose pliers
12. Frame mounted tire pump
13. Beer and nachies (optional)

Items #5,6,7,8,10 and 12 plus a saddle bag to hold 'em are available at most well stocked bike shops for a minimum of expense. For a good backpack, go to an Army/Navy store.



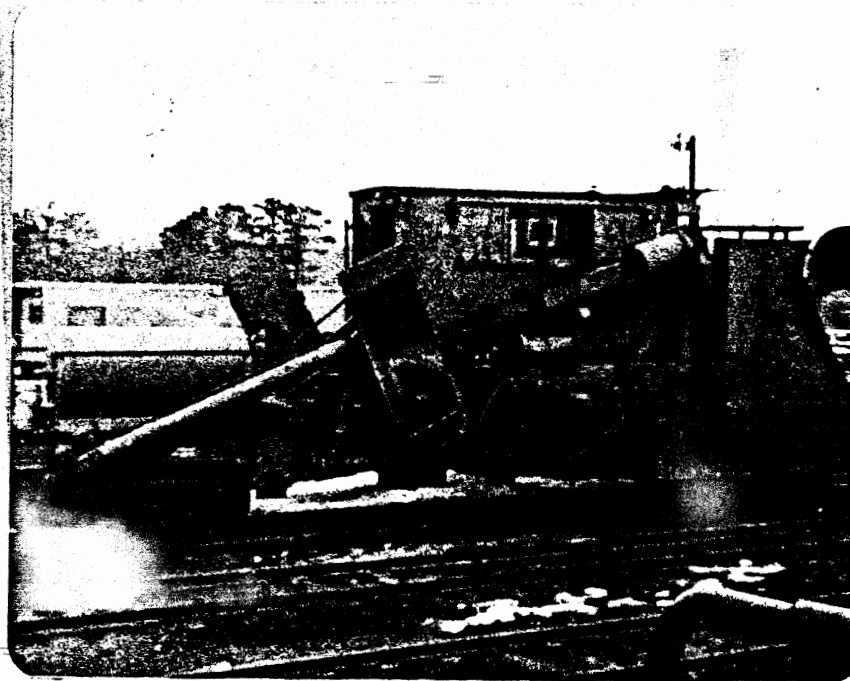
Atlas GP38 reviewed by  
Ed Luzine on page 11.  
(Ed Luzine Jr.)



Pennsylvania Railroad E-7's #5844  
and sister unit wait at Chicago  
passenger yard in May, 1955.  
(James Pugh Jr.)

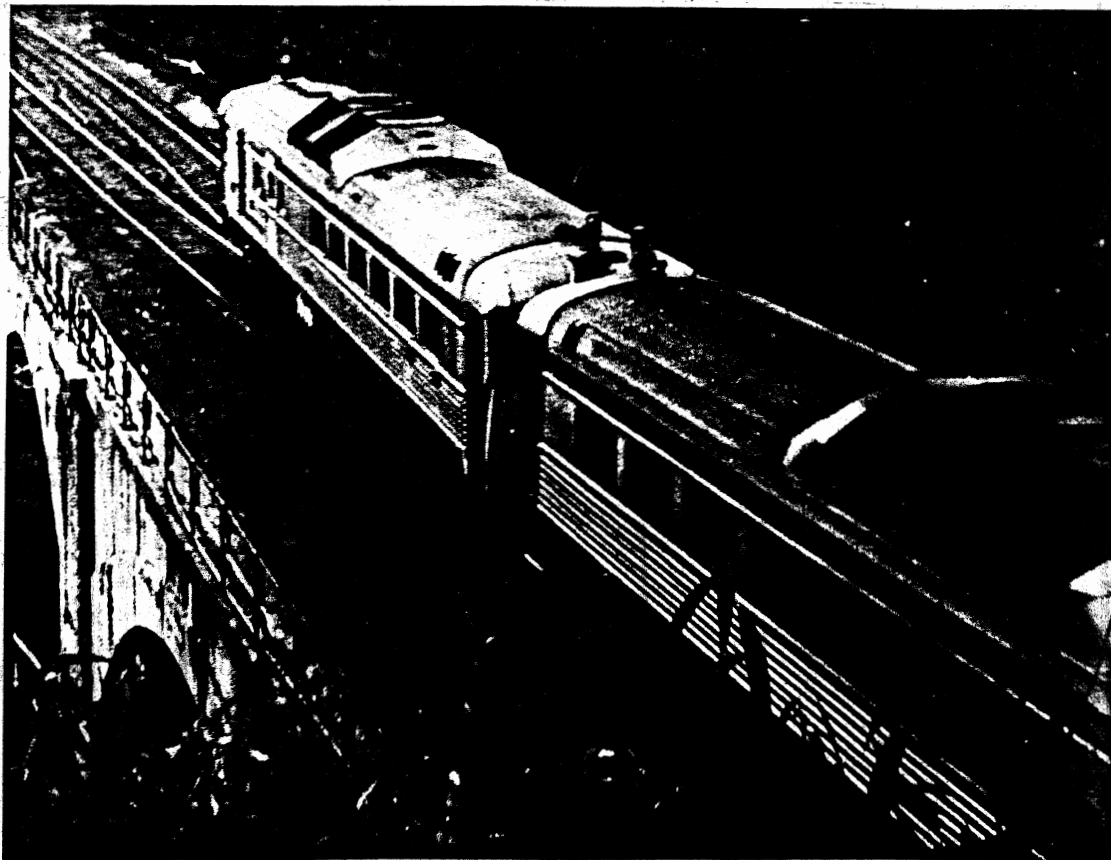


LIRR GP38-2 at East Hampton  
just before return trip.  
We all rode in the cab of  
this unit during our Montauk  
trip. (Ted Tait)



Long Island RR owned Jordan  
Spreader seen from the platform  
of the car, allowing us to  
get some good pictures.  
A review of our trip is on  
page 17. (Ted Tait)





TOP: Reading GP35 with wayfreight crossing trestle over Wissahickon Creek at Flourtown, PA in 1976. Conrail abandoned the Pltmouth Branch in January, 1978. (Deuce Manton)

LOWER: Two car Reading RDC train at Pheonixville, PA. The train has just emerged from Black Rock Tunnel and id heading North to Pottsville, PA. in 1976. (Deuce Manton)



In this new column I hope to explain some very basic model railroad wiring techniques, and then go into some more complex circuits for other purposes. Since, I am hard pressed for time right now, and Bruce has sent me an article that fits this column, I will print it now and start with my own articles with the next issue. If you have anything you would like me to explain in this column, please notify and I will write up an article on the subject. This column is for most anything to do with electronics, so send me your requests and I'll get to work.

# Diode Protection For Sidings

by Bruce Wolfeld

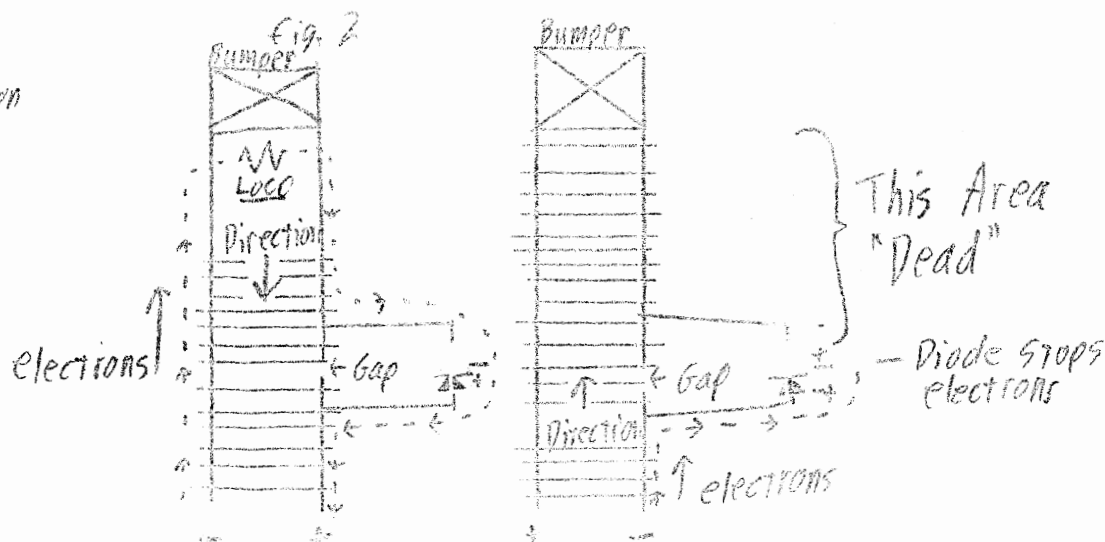
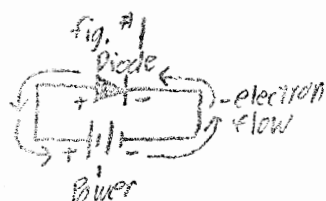
Have you ever had the problem of having the switch on your power pack set incorrectly, and your favorite locomotive, which is doing some switching chores at the time, backs into the nearest bumper? Well, I have a simple 12¢ solution. The whole thing consists of a 1 ampere silicon diode and two solder joints.

For those who do not know, a diode is a device that will only allow electricity to flow in one direction (fig. 1).

To install this circuit you must cut a gap in one rail approximately one loco length from the bumper. Solder the diode in such a way so that it will only conduct if the loco is going out. (fig. 2) Lastly I suggest that you test the position of the diode before soldering it in. (NOTE: this will only protect the loco from hitting the bumper, it will not stop the train to protect your cars)

This circuit works on the fact that the diode will only conduct if the loco is pulling out. When the power is reversed (polarity changes) the diode will not conduct and the area near the bumper is "dead". If you want, you can make the area "dead" all of the time by just cutting a gap in the rail. just make sure you don't put the engine on the track in this area and wonder why it won't start!

---T.T.



MONTEAUK TRAINING TRIP-Continued

by Ted Tait

This trip, I was with Ted and I went with the two of us getting our first real train trip to Montauk at Spesset Station. When I was at the window and asked for help to Montauk, we talked by asking who would want to go to Montauk?

Upon arrival in the town, we saw Ted on a train a few blocks over. Thinking that it was the Montauk run, we ran to that platform (by going to the end of cars, up an overpass and down the stairs to that platform). Out of breath, we found nothing. After finding that the Montauk train departs from track 8, we ran there. We were beginning to think that we had missed it since our train had been a bit late. We then, not sure if we had missed it or not, went to the station (downstairs) where we had planned to meet. Ted and Kevin were there, but Darren Wise who planned to come was missing.

After boarding our Montauk bound electric, we (Ted and I) searched the entire train hoping he would recognize the nuts with the engineers' caps. This was a real experience as we were going quite fast and some cars did not have that accordion type seal that is between most cars. It was rather bumpy trying to walk between cars, while watching the ground go by beneath you. We had no luck in finding our missing passenger.

As we were leaving Jamaica, we spotted an Amtrak caboose in Holban Yard. At 9:33 we changed from an electric to a diesel train in Babylon. We boarded train #8 consisting of five cars, and of course an FA at the end to serve as a cab on the return trip. Even though it was cold outside, our car #2860 was like an incubator even though the heating was off. So, we switched cars to #2808, just behind the engine. Luckily, we were on the platform of this car (between the engine and car) when we spotted the Jordan Spreader, and were able to get good pictures.

From West Hampton to East Hampton we all got a cab ride in the GP38-2 for a distance of 26 miles. Before departing West Hampton we met train #9 which was 20 minutes late. We pulled out of West Hampton at 11:44. Since train #9 had made us so late, our train went as far as East Hampton before heading back rather than going to Montauk.

We left East Hampton with our own "private" car until we hit the college areas. Since this was Friday, they were going home for the weekend and the car soon began to become populated. At Bridgehampton we spotted an Alaska Railroad boxcar sitting in a siding. Unfortunately, we went by too fast to get any photos.

After switching to an electric train, we arrived in Jamaica at 4:40 P.M. In Holban yard we again saw the Amtrak caboose and also saw #101 switching the make-up yard at Jamaica.

Before leaving, we saw a GP38-2 and a C420 lashed together. This is because C-420's have steam generators for heating. The generator was on and belching steam.

After Bruce and I took our train for Spesset, Ted and Kevin Lindstrom had to wait for a train and did some extra train watching at Jamaica. All-in-all it was a great day for all of us. Even our missing member had decided not to come, so he was not disappointed by missing the train (as we thought he had). All four of us enjoyed it, and everyone got home before 7 P.M.

BUILDING A NEST

Ed Luzine Jr.

If the railroad you model runs through Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Penn., Maryland, Virginia, W. Virginia, or Delaware, you should belong to the NEST. Your railroad does not have to be an imaginary one; it can be anything Maine Central to the Norfolk & Western.

NEST stands for North Eastern Shortlines & Terminals and is for all NR members to organize their model railroads. This way they can see what lines their railroad might interchange with. A map will be made and revised every three new members. A slight charge will be made for postage and copying costs.

Just think of the possibilities; if you find out that a different railroad crosses your own on a portion that you model. You could receive and deliver cars to and from that railroad like the prototype does. A run through piggyback or passenger train could be modeled. You might want to trade a few boxcars, diesels, cabooses and other freight cars with a connecting road.

NEST has the following members so far:

Liberty & Midland RR-Ed Luzine Jr. Guilderland NY (HO)  
 Keyser & Oak Flat RR-" " " " "  
 Auburn & Lake Erie RR-Kevin Patton, Newburgh NY (HO)  
 Livingston County Merchant's Railway-Kevin Patton (HO)  
 Fort Jervis, Middletown & Newburgh-Kevin Patton (HO)  
 Reading Lines-Jack Pehowis, Sunbury, PA (HO)  
 Bedford & Olean-Ted Tait, Syosset, NY (HO)

If you would like to join send 50¢ and a map of your railroad (using a road map is a good idea) to Ed Luzine Jr.  
 P.O. Box 22, Guilderland NY 12084.

Watch for future installments on How to Build A NEST.

RUNNING EXTRA

by Deace Nanton

**Derailment**-On the evening of June 13, 1979, nine people were injured when four cars of Amtrak's "National Limited" hopped the rails near Lancaster PA. The New York to St. Louis run left New York at 4:45 PM. and carried more than 125 passengers. Amtrak Spokeswoman Lois Morasco claimed that as the train crossed an 80' high stone arch bridge over the Conestoga River, the four coaches hopped the rails but remained upright. Alternate arrangements were made to accommodate the trains' passengers while Amtrak gandy dancers worked through the night to clear the wreckage.

Railfan Magazine states that Amtrak will spend \$9.8 million to remodel four complete New York-Chicago "Broadway Limited" trains. The cars will be converted from steam to electric heating and air-conditioning. They will also receive new carpets, upholstery, and new paint. The 68 cars will be revamped at the Beach Grove Shops in Indianapolis. This includes 30 coaches, 11 sleepers, 9 slumbercoaches, 4 diners, 6 lounges, and 8 baggage cars. The first rebuilt "Broadway" is scheduled to hit the rails in late 1979, with the other three to follow in the early months of 1980.

-----Walter A Appel (Railfan/Railroad)

Running Extra can't

A recent two part episode of ABC's "Happy Days" has the "Cunninghams" heading West on Antrak powered by #4935!!!

The worlds' smallest model railroad is located in a cigar box and operates on a silver dollar. A short piece of Atlas N scale flex has one rail removed and is bent into a circle. The silver dollar is the counter rail. The power? One Bachmann 0-4-0 saddle-tanker!

SECRETARY/TREASURER REPORT - final convention plans

T.T.

Well, the time is very close, and if you get this at about the right time, it is about one week from convention time!! We still have plenty of room, and you can still register and come. Just send in your form D or a paper with the required info NOW!! That means at the very moment you finish reading this! There will be no time for me to answer your letter so do not expect an answer. Instead, when you get into the NY area, call me at 516-921-5943 and I will tell you where to go and how to get there. If you are on the LIRR call from Mineola. Not too hard, is it??? We need more attendees, and there is a great time planned for all. So come 'on down to Long Island!! For those of you on L.I., there is room for you at our houses or you can "commute" to a house and ride along. So if you are on LI send in your form or call me.

About activities, our trip to the West Island Model Railroad Club has been confirmed. We will go on Friday night at 8:30 P.M.. While there, we will see the movie "Model Railroadign Unlimited" at no cost. We will also announce the winners of our model contest at the West Island. The contest will only be held if there are enough entries.

The Secretary of the West Island has also informed me that we will be allowed to OPERATE!!!!!! Yes, that word is Operate. They have a giant sized HO layout, so bring your HO equipment! Both Kaydee and Horn Hook couplers will be used. The final schedule for the convention is printed at the end of this report.

Because of the recent gas crisis, "chipping in" for gasoline costs may be requested.

Our new Directory will be coming out very soon, and I am out of copies of the old one, so if you have asked me for one please wait for this new one. With this issue I have included a form B for those who have not yet filled one out. If you did not fill one out, and do not have one now, please inform me so that the new Directory will be complete.

Well, that's about all, the new members, renewals, convention schedule and Treasury Report follow.

Don't forget to send in those Form D's NOW!

CONVENTION SCHEDULE

DAY	TIME OF DAY	ACTIVITY
Thursday	Afternoon-Evening	Arrive
Friday	Morning-Afternoon	LIRR trip to Greenport
Friday	Evening 8:30 P.M.	West Island activities
Saturday	10:30-2:00	Spotset area layouts

# Gen. Trans. com's - Conventions Schedule

DAY	TIME OF DAY	ACTIVITY
Saturday	2:30-5:00	Bayville area layouts
Saturday	Evening	Bayville Beach Party
Sunday	Morning-Afternoon	Operate/Leave

## New Members/Renewals

J.M. Gibbons moved to: 353 Buck Rd.  
Holland PA

Robert Seaman renewed to #12.

Kevin Patton renewed to #11

Martin McGuirk #11  
285 Melville Ave.  
Fairfield Ct.  
06430

Sam Williams renewed to #12

John Godsmark renewed to #11

Mark Kaszniak renewed to #11

Glenn Vallantyne #10  
817 Robinson  
Pasadena TX 77506

Bernard DuChes #10  
2401 Hunterbrook Rd.  
Yorktown Heights, NY 10598

Pat Lewandowski #10  
513 W. Bancroft Pkwy.  
Wilmington D.E. 19803

Lowell Ferguson #10  
RD #3 Box 327  
Hamburg PA 19526

Richard Haker #11  
1908 Henley St.  
Glenview Ill. 60025

B. Robert Lawler #11  
1055 Fisher's Hill  
Hazleton PA 18201

Jon Kinnach #11  
59 Beecher Rd.  
Woodbridge Ct.  
06525

James Wonder #10  
22 Briarwood Dr.  
Glen Cove, NY 11542

Jack Meary has moved to:  
1900 58th Ave.  
St. Petersburg, FL 33714

NOTE: We now have 64 members.

Our Treasury is as follows:

Previous Balance:	\$55.05
This new balance includes the cost of this Depot.	Income: \$35.00
	Expenses: \$31.55
	New Balance: \$58.50

## PROTOTYPE NEWS

The White House plans to cut the Antrak system from 27,000 miles to 15,500 miles as of October 1. The trains to be discontinued are the Washington-Montreal "Montrealer", Washington-Chicago "Cardinal" and one of two New York-Florida routes. The "Southern Crescent" (New York-New Orleans) and the "Adirondack" (New York-Albany-Montreal) will still be on Antrak's new system. It seems stupid to close passenger stations when there is a gas shortage.

--Ed Luxine Jr.  
(Ngg, what appears to be a reply to that last comment...Ed.)

In the article you published in issue #5 May-June entitled The Auto Train, by Ed Luxine Jr., Ed said that Antrak has deteriorated. In the past few years Antrak has gone downhill but I am happy to say that in recent months, due to the gas shortage, Antrak has been doing a booming business.

--don't next no--

Prototype News con't

In fact, the trains that Amtrak runs cross-country are booked solid for the whole summer and Amtrak has ordered more Pullman passenger cars to carry the extra passengers.

Now some of you might be saying to yourselves, "But Congress has voted to cut back Amtrak by 40%." Well, due to the recent gas shortage, and the raise in Amtrak's ridership, it looks like Congress is going to correct its error and return to Amtrak the 40% it took away. This is because the gas shortage is going to be here for awhile. So lets hear it for Amtrak, on the go and coming on strong!! --Bernard DuCros

The LIRR is continuing with their repainting of Geeps, G-420's and now the FA's! New repaints to red/white/blue include Geeps: 271, 276, 256 and FA-2 #608. --Ted Bedell

On April 19 at 5:24 PM the pantograph of E60 #959 got tangled in the catenary in Elizabeth NJ. Both Amtrak and Conrail commuter service was disrupted. The next morning the area was back to normal. Then, on the 20th, GGI #918 hit a ballast tamping machine while pulling train #111 at high speed. This damaged the GGI and first car and destroyed the machine. The crew jumped off of the loco when it caught fire. 73 passengers were injured. Service was back to normal the next morning, but the GGI will probably be retired because of the damage. --John M. Gibbons... "Cinders"

John M. Gibbons reports that the old Erie-Lackawanna Engine House at Bangor PA has been torn down. Also, there has been a lot of activity in the Richmond section of Phila. because of Corn shipments. Lastly, it is reported that there are some Western Maryland units in the yard at Lehigh Ave., between Frankford Ave. and Richmond Ave., plus many other assorted roads. Some of them are in their original paint/lettering schemes. Weekends are the best time to see them in the yard. --J.M. Gibbons

MAIL CAR

I'd like to swing a railfan meet for this area (my way) (or, my neck o' da woods) and let some of you "NEW YARKERS" in on some of the action out this way. We can go, perhaps to Allentown Yard or to Rockville Bridge. For you traction fraks, Philly has an active trolley system. I hope some of you cats up there have wheels--or have access to one for a weekend 'cause I don't have a car. Write me back or drop me a line at: 1-215-836-7046 and let me in on the full poop. I'd really like to meet some of you personally. Until then, keep the faith, and keep---on---trackin'! ---Dewee Manton

CLASSIFIED ADS

WANTED: Someone to build Walther's O Gauge Passenger cars. Will pay all expenses for kits and pay for time and work done. Want Walther's Shorty cars in O gauge and Indianapolis and Am. Car co. Is there anyone out there interested? Harry Gnaedinger 90 W. Green St. Westminster MD 21157



Classified Ads con't

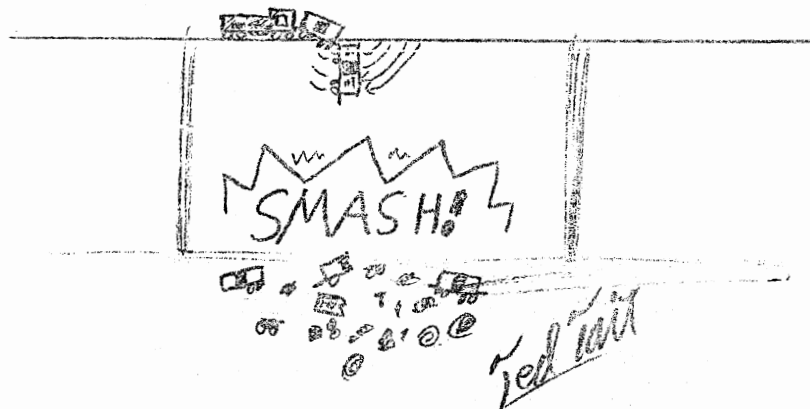
WANTED: New or used (working condition) Atlas Manual and/or remote snap switches, HO scale. Will pay up to \$2.50 for manual, up to \$4.50 for remote. I need about 40 snap switches. Ted Bedell 6 Oak Pl. Bayville NY 11709

TAMR Boxcars: HO scale boxcars lettered for the Teen Association of Model Railroading are now available. These cars are standard Athearn 40' cars painted boxcar red. Order yours while the supply lasts. Successive runs will have different numbers. Please allow 6-8 weeks for delivery. Send \$5 postpaid to: Jeff Wilke, TAMR Boxcars, 38115 Park St. Oconomowoc, WI 53066.

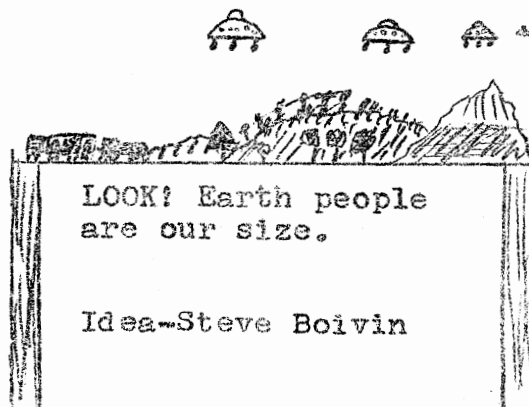
PASS LISTING

To get your name listed, send a pass to (and made out to) Ted Bedell.

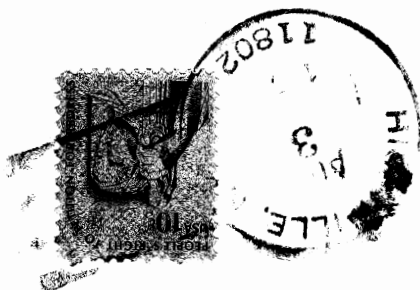
GREAT NORTHERN RR  
Lowell Ferguson  
RD #3 Box 257  
Hamburg, PA 19256



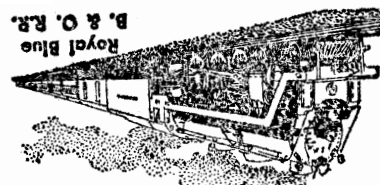
I think I've perfected it...  
What?  
The Domino Theory!



SECOND  
CLASS



Royal Blue  
B. & O. R.R.



Ted Tait  
16 Evergreen Drive  
Syosset, New York 11791